

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 EURE-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 EB-07 INR-05 NSAE-00 RSC-01 FAA-00 PM-03 H-01

L-02 NSC-05 PA-01 PRS-01 SP-02 SS-15 USIA-06 ACDA-05

IO-10 SAJ-01 OMB-01 TRSE-00 /081 W

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FM AMEMBASSY VIENNA

TO SECSTATE WASHDC PRIORITY 4221

INFO AMEMBASSY BONN

AMEMBASSY ANKARA

USMISSION BERLIN

AMEMBASSY BERLIN

USMISSION NATO BRUSSELS

AMEMBASSY COPENHAGEN

AMEMBASSY THE HAGUE

AMEMBASSY LONDON

AMEMBASSY MOSCOW

AMEMBASSY PARIS

C O N F I D E N T I A L VIENNA 9827

E.O. 11652: GDS

TAGS: PFOR, EAIR, AU, WB, DA

SUBJECT: BERLIN LANDING RIGHTS

REF: (A) BONN 18040

(B) STATE 243976

(C) VIENNA 9130

1. WE ARE PUZZLED BY BRITISH CONCERN ABOUT OVERLAP-
PING OF LANDING RIGHTS AS REPORTED REF A. POSITION
FAVORED BY BRITISH WOULD IN FACT RESULT IN OVERLAPPING
OF LANDING RIGHTS FOR ALL FOUR CARRIERS THROUGH
1 NOVEMBER 1975, AS POINTED OUT PARA 3 REF A. HOWEVER,
US POSITION AS CONTAINED REF B IS ACTUALLY TIGHTER
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AND MORE RESTRICTIVE, IN THAT IT WOULD PERMIT ONLY TWO

CARRIERS TO EXERCISE LANDING RIGHTS ASSUMING THEY WERE ABLE TO GET NECESSARY OVERFLIGHT RIGHTS FROM GDR (WHICH APPEARS UNLIKELY). THE QUESTION OF LANDING RIGHTS FOR REMAINING CARRIERS WOULD THEN BE SUBJECT TO FULL REVIEW IN BONN GROUP (PARA 2 REF B) IN WHICH BRITISH COULD PRESUMABLY BLOCK ADDITIONAL AIRLINES FROM SERVICING BERLIN.

2. IF BRITISH CANNOT SEE ADVANTAGES OF US POSITION, WE WONDER IF THEY WOULD BE MORE AMENABLE TO SOME VARIATION SUCH AS HAVING FULL REVIEW IN BONN GROUP AFTER ONLY ONE CARRIER HAS OBTAINED OVERFLIGHT RIGHTS FROM GDR. ANOTHER POSSIBILITY WOULD BE FORMULA ALONG LINES OF PROPOSAL CONTAINED REF C UNDER WHICH, AFTER ANY TWO CARRIERS WERE GRANTED OVERFLIGHT RIGHTS BY GDR AND EXERCISED THEM, LANDING RIGHTS WOULD AUTOMATICALLY LAPSE FOR REMAINING TWO. AS A FALL-BACK ALTERNATIVE, STRICTER FORMULA ALONG LINES OF REF C WOULD BE THAT AFTER ANY ONE CARRIER WAS ABLE TO EXERCISE LANDING RIGHTS, THEY WOULD LAPSE FOR REMAINING THREE. UNDER THIS FORMULATION THERE WOULD BE NO OVERLAPPING IN PRACTICAL TERMS. IT SEEMS TO US THAT ANY ONE OF THESE VARIATIONS WOULD ADEQUATELY TAKE CARE OF BRITISH CONCERNS, MORE SO THAN POSITION THEY HAVE ACCEPTED.

3. WE CONTINUE TO BELIEVE THAT THE ONUS SHOULD BE SQUARELY ON GDR FOR NOT GRANTING OVERFLIGHT RIGHTS, AND WE SEE NO NEED TO POSSIBLY JEOPARDIZE OUR OWN AVIATION INTERESTS BY FORMALLY WITHDRAWING THE OFFER OF LANDING RIGHTS TO AUA AND SAS. HUMES

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